D/69 B

File No. AFD 20 FAF 69

MYSORE GOVERNMENT SECRETARIAT

Notes / Correspondence / Collection

Department A & F Section Forest B

Subject :— Draft Notification under Sec. 4 of the Madras Forest Act, 1882 — Balnad Block II — South Kanara Dist.

Earlier References :— —

Later References :— FD 41 FAF 77

3/3/69 to 31/5/69

(Classification ~~A~~ B / ~~C~~) 31/5/69

Notes pages 3

Correspondence pages 82

~~For~~/Not for Section note Book

To be destroyed after NIL

5/6/69

~~for~~ Under Secretary to Government.

A

1.4.04

ಇಂದಿರಾ ಕೆ.ವಿ.
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ,
ಅರಣ್ಯ, ಪರಿಸರ ಮತ್ತು ಜೀವಿ
ಶಾಸ್ತ್ರ ಇಲಾಖೆ (ಅ.ಸಂ.-ಬಿ)

M. G. S. | Subject: | File No. 2

AFD 20 FAF69

Sl. No. 1

Letter No. B-6-15/221/58 dt. 30-1-69 from the C.C.F., Bangalore.

Note No. 1

The C.C.F., Bangalore, has forwarded a draft Notification under Sec. 4 of the Madras Forest Act, 1882, in respect of Balnad Block II in S. Kanara Distt. The Dy. Comm., S. Kanara, Mangalore, has agreed to the proposal vide please Sl. No. 1-A p1. The said draft Notification may now issue in consultation with R.D.

① Sl. No. 1-C-p1 to p16

...ON
No. 1069
Section 1050/A

1368/C 5.3.69.

3-3 69

RD 3-3-69

Note No. 2

Since D.C. S. Kanara has agreed the proposal of the C.C.F. ~~Bl. no. 28-1-69~~ under No. D. Dis 21225/68 Dt 5-11-68. R.D have no objection to issue Draft notification ~~[illegible]~~ ~~Sec 4~~ with this information this file may be marked to AFD epdt.

4/3/69

This is for Rev. C.F.

RD 5/3/69

5/3

11/3 12/3

Subject:

AFD
File No. 20 FAF 69

M. G. S.

1368.

FM 91050—GPB—8,00,000 13-12-65

R. D. agrees.

D. S.

A & D. Deptt.

13.3.69
B. P. KRISHNA,
Under Secy., Rev. Dept.

Dy. Sy., R.D.
No. 1234 Date 14.3.69

09454

15/3

A & D SECTION
A.F.D.
No. 1590/FB
Date 15 MAR 1969
Section
Section

Sr K

Note No. 3

In Note No. 2, R.D. has agreed to the proposal to issue the draft Notification at Serial No. 1-C-P. to 1-C-P.16, which may now issue after approval.

10-4-69

10/4/69

18/4/69

18/4/69
Deputy Secretary,
Agriculture and Forest Department

Dy. Secy., A & F
No. 2497
Min. of Forests,
No. Date
F 604/19 4/69

Min (Forest)

Approved

24/4/69
ALUR HANUMANTHAPPA
Min. of State for Forests.

Dy. Secy A & F

18/4

24/4

ISSUED
Dated 30/5/69

M. G. S.	Subject: B	File No. 14. AFD 20 FAF 69

This may now be recorded 'B'

31-5-69

31/9/69

Record 'B'

31-5-69

GOVERNMENT OF MYSORE

No.AFD 20 FAF 69.

Mysore Government Secretariat,
Vidhana Soudha,

Bangalore, dated: 27th May 1969.

NOTIFICATION.

In exercise of the powers conferred by section 4 of the Madras Forest Act 1882 (Madras Act No.V of 1882) as in force in the Madras area the Government of Mysore hereby-

(i) declares that it is proposed to constitute the lands in Puttur and Bantwal Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as reserved forest;

(ii) appoints the Forest Settlement Officer, South Kanara, Mangalore to be the Forest Settlement Officer for purpose of clause (c) of the said section; and

(iii) appoints the Divisional Forest Officer, Mangalore and Coondapur to attend on behalf of Government at the enquiry conducted by the said Forest Settlement Officer.

Under section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner, South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under section 11, 12 and 13 of the said Act.

SCHEDULE

Name of the District :: South Kanara.
Name of the Taluk :: Puttur & Bantwal
Name of the Village :: Balnad, Aryapu, Vittal-Madnur and Puncha.
Survey Field Nos. :: 283/1, of Balnad, 411/1 of Aryapu, 322/1, 258, 259, 282, 281 of Vittal-madnur and 711/1, 34/1A1, 142/1C, 73, 126/1A and 11 of Puncha Villages.
Name of the Block :: Balnad Block II.
Extent :: 499.40 acres.

BOUNDARY DESCRIPTION

BIT I

North: Starting from the station No.0, a point situated at the newly constructed cairn No.1, the demarcation line of the Bit I of the block runs first in almost South-East direction a distance of 2309 links to reach the station No.4, passing through the intermediate stations 1 to 3. From there it runs in almost North-East direction a distance of 1127 links to reach the station No.6, passing through the intermediate station No.5. Therefrom it runs in almost South-East direction near 'Kalvaje byle' a distance of 5639 links to reach the station No.14, passing through the intermediate stations 7 to 13. Thence it runs in almost Eastern direction to station No.15 a distance of 330 links. From there it runs in almost South-East direction a distance of 1718 links to reach the station No.18, passing through the intermediate stations 16 and 17. Thence it runs in Eastern direction to station No.19, a distance of 322 links. From there it runs in North-East direction to station No.20, a distance of 220 links. Therefrom it runs in almost South-East direction near 'Pattaje moole' a distance of 2410 links to reach the station No.25, passing through the intermediate stations 21 to 24. Thence it runs in Eastern direction to station No. 26, a distance of 511 links. Thence it runs in almost North-East direction to station No.27, a distance of 500 links. From there it runs in almost South-East direction a distance of 2513 links to reach the station No.31 passing through the intermediate stations 28 to 30. From there it runs in almost North-East direction a distance of 1178 links to reach the station No.33, passing through the intermediate station No.32. Therefrom it runs in almost South-East direction near 'Pilliriya byle' a distance of 3278 links to reach the station No.39, passing through the intermediate stations 34 to 38. From there it runs in Eastern direction to station No.40, a distance of 330 links. Thence it runs in North-East direction to station No.41, a distance of 944 links. From there it runs in almost North-West direction a distance of 1425 links, to reach the station No.44, passing through the

contd.2.

the intermediate stations 42 and 43. From there it runs in almost northern direction to station No.45, a distance of 319 links. From there it runs in almost eastern direction a distance of 1701 links to reach the station No.47, passing through the intermediate station 46. Thence it runs in North-East direction to station No.48, a distance of 343 links. Again it runs in Eastern direction to station No.49, a distance of 149 links. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
0	1	127	842
1	2	124	307
2	3	130	506
3	4	105½	654
4	5	81½	826
5	6	52	301
6	7	90	534
7	8	128½	343
8	9	95½	514
9	10	102	1140
10	11	113	618
11	12	108	1051
12	13	94	942
13	14	101	497
14	15	78	330
15	16	115	796
16	17	125	310
17	18	123	612
18	19	95	322
19	20	45	230
20	21	101½	365
21	22	143	236
22	23	150	420
23	24	104½	560
24	25	111	839
25	26	89½	511
26	27	12½	500
27	28	151½	359
28	29	102½	226
29	30	39	755
30	31	99½	1172
31	32	14½	471
32	33	72	707
33	34	132	312
34	35	143	366
35	36	136	603
36	37	97	418
37	38	119½	676
38	39	137	903
39	40	90	330
40	41	23	944
41	42	293½	326
42	43	298	221
43	44	327	808
44	45	9½	319
45	46	82	859
46	47	104½	842
47	48	54½	343
48	49	101½	149

East: Thence the demarcation line runs in almost South-East direction a distance of 724 links to reach the station No.51, passing through the intermediate station No.50. From there it runs in almost South-West direction a distance of 1301 links to reach the station No.54, passing through the intermediate station No.52 and 53. Thence it runs in almost Southern direction to station No.55, a distance of 622 links. From there it runs in South-East direction to station No.56 a distance 238 links. Bearings and distances from station to station are as follows:

contd.3.

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
49	50	137	234
50	51	166½	400
51	52	202½	670
52	53	223½	321
53	54	235½	400
54	55	186	622
55	56	128	288

South: Thence the demarcation line runs in South-West direction to station No.57, a distance of 632 links. From there it runs in North-West direction to station No.58, a distance of 493 links. From there it runs in almost Western direction a distance of 660 links to reach the station No.60, passing through the intermediate station No.59. From there it runs in South-West direction to station No.61, a distance of 600 links. Therefrom it runs in almost North-West direction a distance of 2039 links to reach the station No.64, passing through the intermediate stations 62 and 63. Thence it runs in almost Western direction to station No.65, a distance of 707 links. Thence it runs in North-West direction to station No.66, a distance of 742 links. From there it runs in almost Western direction a distance of 2173 links to reach the station No.68, passing through the intermediate station No.67. From there it runs in almost North-West direction a distance of 1045 links to reach the station No.72, passing through the intermediate stations 69 to 71. Thence it runs in South-West direction to station No.73, a distance of 603 links. From there it runs in almost North-West direction a distance of 1947 links to reach the station No.75, passing through the intermediate station No.74. From there it runs in North-East direction to station No.76, a distance of 253 links. From there it runs in North-West direction to station No.77, a distance of 823 links. From there it runs in almost South-West direction a distance of 1125 links to reach the station No.79, passing through the intermediate station No.78. Thence it runs in Western direction to station No.80, a distance of 327 links. From there it runs in almost NORTH-West direction a distance of 627 links to reach the station No.82, passing through the intermediate station No.81. From there it runs in almost South-West direction a distance of 838 links to reach the station No.84, passing through the intermediate station No.83. From there it runs in almost Western direction a distance of 1162 links to reach the station No.87, passing through the intermediate station Nos. 85 and 86. From there it runs in North-West direction a distance of 1096 links to reach the station No.89, passing through the intermediate station No.88. Therefrom it runs in almost Western direction a distance of 2130 links to reach the station No.92, passing through the intermediate station No.90 and 91. From there it runs in North-West direction to station No.93, a distance of 880 links. From there it runs in South-West direction to station No.94, a distance of 547 links. Therefrom it runs in almost Western direction a distance of 1368 links to reach the station No.96,. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
56	57	254½	632
57	58	300	493
58	59	273½	400
59	60	297½	260
60	61	229	600
61	62	280	880
62	63	303½	570
63	64	348	589
64	65	273½	707
65	66	295	742
66	67	259½	898
67	68	270	1275
68	69	323½	200
69	70	296½	426
70	71	237	200
71	72	289½	219
72	73	252½	603
73	74	298	887

contd.4.

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74	75	284½	1060
75	76	21½	258
76	77	305½	323
77	78	341	493
78	79	257	632
79	80	272½	327
80	81	307½	220
81	82	319	407
82	83	249	380
83	84	260½	458
84	85	268½	213
85	86	283½	632
86	87	279½	317
87	88	314	654
88	89	310	442
89	90	277½	400
90	91	272	670
91	92	265½	860
92	93	229	880
93	94	248½	547
94	95	281	1098
95	96	270½	270

West: Thence the demarcation line runs in North-West direction to station No.97, a distance of 760 links. From there finally it runs in almost Northern direction a distance of 850 links passing through the intermediate station No.98 to reach the station No.0 which is the starting point of the Bit I of the Block. Bearings and distances from station to station are as follows:-

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
96	97	342	760
97	98	4	652
98	0 *	349½	198

*Starting point of the Bit I.

BIT- II

North: Starting from the station No.27, a point situated at the newly constructed cairn No.1, the demarcation line of the Bit II of the block runs first in North-East direction to station No.28, a distance of 210 links. Therefrom it runs in almost South-East direction a distance of 965 links to reach the station No.31, passing through the intermediate station Nos.29 and 30. Therefrom it runs in almost Eastern direction a distance of 2328 links, to reach the station No.40, passing through the intermediate station Nos.32 to 39. From here the line runs to Northern direction to station No.41 at a distance of 253 links. Thence it runs in almost Eastern direction to station No.42, a distance of 241 links. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
27	28	59½	210
28	29	138½	370
29	30	118½	395
30	31	109	200
31	32	100	390
32	33	86½	267
33	34	81½	223
34	35	90½	100
35	36	99½	166
36	37	90½	218
37	38	84	183
38	39	77½	255
39	40	90	426
40	41	20	~~253~~ 253
41	42	102½	241

Contd.5.

East: Thence the demarcation line runs in South-East direction a distance of 1101 links to reach the station No.44, passing through the intermediate station No.43. From there it runs in South-West direction to station No.45, a distance of 756 links. From there it runs in South-East direction a distance of 834 links to reach the station No.47, passing through the intermediate station No.46. Therefrom it runs in almost South-West direction a distance of 2600 links to reach the station No.53, passing through the intermediate station Nos.48 to 52. From there it runs in South-East direction to station No.54, a distance of 425 links. Therefrom it runs in almost North-East direction ~~xx~~ a distance of 618 links to reach the station No.56, passing through the intermediate station No.55. Thence it runs in a almost Eastern direction a distance of 576 links, to reach the station No.58, passing through the intermediate station No.57. From there it runs in Southern Direction x to station No.59, a distance of 297 links. Thence it runs in South-East direction to station No.60, a distance of 610 links. Thence it runs in North-East direction x to station No.61, a distance of 662 links. Thence it runs in South-East direction to station No.62, a distance of 570 links. From there it runs in almost South-West direction a distance of 1341 links to reach the station No.65, passing through the intermediate station Nos.63 and 64. Therefrom it runs in almost South-~~xxxx~~ East direction a distance of 2637 links to reach the station No.71, passing through the intermediate stations 66 to 70. From there it runs in North-East direction to station No.72, a distance of 589 links. Thence it runs in almost Eastern direction to station 73, a distance of 157 links. Thence it runs in almost Southern direction to station No.74, a distance of 434 links. From there it runs in South-West direction to station No.75, a distance of 406 links. Therefrom it runs in almost South-East direction a distance of 2525 links to reach the station No.82, passing through the intermediate stations 76 to 81. From there it runs in Southern direction to station No.83, a distance of 336 links. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
42	43	141½	568
43	44	132½	533
44	~~45~~ 45	237	756
45	46	142	407
46	47	145	417
47	48	354	338
48	49	265	762
49	50	223½	608
50	51	217½	345
51	52	210	400
52	53	199½	127
53	54	194½	425
54	55	76½	380
55	56	47½	238
56	57	92	~~228~~ 336
57	58	94	190
58	~~59~~ 59	171½	297
59	60	141½	610
60	61	~~42~~ 53½	662
61	62	104	570
62	63	194	725
63	64	246	300
64	65	242	236
65	66	139½	400
66	67	120	262
67	68	125	320
68	69	122½	615
69	70	126½	500
70	71	121½	530
71	72	62½	589
72	73	95½	157
73	74	177	434
74	75	195	406
75	76	107½	171
76	77	132½	976
77	78	157	323

contd.6.

78	79	123	657
79	80	120½	282
80	81	109½	537
81	82	126	699
82	83	174	336

South: Thence the demarcation line runs in almost South-West direction a distance of 977 links to reach the station No.86, passing through the intermediate stations 84 and 85. From there it runs in almost North-West direction a distance of 1136 links to reach the station No.88, passing through the intermediate station No.87. Thence it runs in North-East direction to station No.89, a distance of 974 links. Therefrom it runs in almost North-West direction a distance of 7763 links to reach the station No.107, passing through the intermediate stations 90 to 106. Therefrom it runs in almost Western direction a distance of 2845 links to reach the station No.113, passing through the intermediate station No.108 to 112. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
83	84	210	245
84	85	245	241
85	86	247	391
86	87	278	370
87	88	292½	766
88	89	29	974
89	90	304	562
90	91	303	990
91	92	320½	240
92	93	309	746
93	94	304½	539
94	95	312½	606
95	96	295½	908
96	97	307½	252
97	98	313	282
98	99	305	487
99	100	292	243
100	101	235	249
101	102	313½	272
102	103	299½	323
103	104	29½	240
104	105	304	358
105	106	341	168
106	107	344	278
107	108	277	393
108	109	285	451
109	110	270½	644
110	111	283	760
111	112	260	400
112	113	276	197

West: Thence the demarcation line runs in almost North-West direction a distance of 1642 links, passing through the intermediate station No.114 to reach the station No.0 which is the point situated South-East of station No.54(claim No.55) of the Bit I of the Block at a distance of 1880 links. Therefrom it runs near 'Nate kalluhyle' in almost North-East direction a distance of 1370 links to reach the station No.3, passing through the intermediate stations 1 and 2. From there it runs in almost South-East direction a distance of 876 links to reach the station No.6, passing through the intermediate stations 4 and 5. Thence it runs in North-East direction to station No.7, a distance of 505 links. From there it runs in almost South-East direction a distance of 884 links to reach the station No.9, passing through the intermediate station No.8. Thence it runs in Eastern direction to station No.10, a distance of 426 links. Therefrom it runs in almost North-East direction a distance of 1564 links to reach the station No.15, passing through the intermediate stations 11 to 14. Thence it runs in North-West direction to station No.16, a distance of 572 links. From there it runs in almost North-East direction a distance of 733 links to reach the station No.18, passing through the intermediate station

No.17. ~~xxxxxxxx~~ Therefrom it runs in almost North-West direction a distance of 3235 links to reach the station No.26, passing through the intermediate stations 19 to 25. From there finally the line runs in North-East direction a distance of 270 links to reach the station No.27, which is the starting point of the Bit II. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in N.F.B.	Distances in links.
113	114	325	967
114	0	288	675
0	1	82½	870
1	2	39½	272
2	3	60	228
3	4	148½	188
4	5	145½	283
5	6	166½	405
6	7	66½	305
7	8	159½	625
8	9	170½	259
9	10	99	426
10	11	21½	258
11	12	82½	466
12	~~14~~ 13	30	307
13	14	22	381
14	15	12	152
15	16	337	572
16	17	71½	350
17	18	22½	383
18	19	333	321
19	20	305	428
20	21	279½	506
21	22	290	126
22	23	317½	123
23	24	306½	565
24	25	335	317
25	26	295	989
26	27*	27	270

* Starting point of the Bit II.

BIT- III

North: Starting from the station No.14, a point situated at the newly constructed cairn No.15, the demarcation line of the Bit III of the Block runs first in South-East direction a distance of 1362 links to reach the station No.16, passing through the intermediate station 15. Thence it runs in almost Eastern direction to station No.17, a distance of 604 links. From there it runs in North-East direction to station No.18, a distance of 600 links. Thence it runs in North-West direction to station No.19, a distance of 274 links. From there it runs in Eastern direction to station No.20, a distance of 412 links. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
14	15	122	680
15	16	122	672
16	17	99	604
17	18	61½	~~609~~ 600
18	19	324½	274
19	20	85½	412

East: Thence the demarcation line runs in almost South-West direction to station No.21, a distance of 813 links. From there it runs in almost South-East direction a distance of 1085 links to reach the station No.23, passing through the intermediate station No.22. Thence it runs in South-West direction a distance of 1145 links to reach the station No.25, passing through the intermediate station No.24. From there it runs in almost Southern direction a distance of 167 links to reach the station No.0, which is the point situated North of station No.35 (newly constructed cairn No.8) of the Bit II

at a distance of 1555 links. Bearings and distances from station to station are as follows:-

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
20	21	194	813
21	22	151	440
22	23	170½	645
23	24	203½	~~525~~ 547
24	25	205	598
25	~~22~~ 0	183	167

South: Thence the demarcation line runs in South-West direction to station No.1, a distance of 314 links. From there it runs in Northern direction to station No.2, a distance of 412 links. From there it runs in almost North-West direction a distance of 918 links to reach the station No.4, passing through the intermediate station No.3, Thence it runs in almost Western direction a distance of 1304 links to reach the station No.7, passing through the intermediate station No. 5 and 6. Therefrom it runs in almost North-West direction a distance of 835 links to reach the station No.9, passing through the intermediate station No.8. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
0	1	246½	314
1	2	3	412
2	3	287½	627
3	4	335½	291
~~4~~ 4	5	271½	628
5	6	273	336
6	7	274½	340
7	8	312	335
8	9	291½	450

West: Thence the demarcation line continues in North-West direction to station No.10, a distance of 353 links. Therefrom it runs in almost North-East direction a distance of 2042 links to reach the station No.13, passing through the intermediate stations 11 and 12. From there it runs in Northern direction a distance of 528 links to reach the station No.14, which is the starting point of the Bit III. Bearings and distances from station to station are as follows:-

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
9	10	339½	353
10	11	44½	788
11	12	86	624
12	13	62	630
13	14*	1	528

*Starting point of the Bit III

BIT IV.

North: Starting from the station No.2, a ~~st~~ point situated at the newly constructed cairn No.3, the demarcation line of the Bit IV of the block runs first in South-East direction to station No.3, a distance of 387 links. From there it runs in North-East direction to station No.4, a distance of 246 links. Thence it runs almost Eastern direction to station No.5, a distance of 157 links. Thence it runs in North-East direction to station No.6, a distance of 240 links. Thence it runs in South-East direction a distance of 840 links to reach the station No.9, passing through the intermediate stations 7 and 8. From there it runs in almost Eastern direction to station No.10, a distance of 215 links. Bearings and distances from station to station are as follows:

contd.2.

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Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
2	3	121	357
3	4	87	246
4	5	90	157
5	6	19	240
6	7	96½	100
7	8	111	423
8	9	113½	317
9	10	81	216

East: Thence the demarcation line runs in South-East direction to station No.11, a distance of 438 links. Thence it runs in South-West direction to station No.12, a distance of 120 links. From there it runs in south-east direction to station No.13, a distance of 581 links. Thence it runs in almost Eastern direction to station No.14, a distance of 262 links. From there it runs in South-East direction to station No.15, a distance of 363 links. From there it runs in South-West direction to station No.16, a distance of 358 links. From there it runs in almost ~~Western~~ Western direction a distance of 440 links to reach the station No.18, passing through the intermediate station 17. From there it runs in Southern direction to station No.19, a distance of 900 links. From there it runs in South-West direction to station 20, a distance of 903 links. From there it runs in almost South-East direction a distance of 1066 links to reach the station No.22, passing through the intermediate station No.21. Thence it runs in Eastern direction to station No.23, a distance of 1145 links. From there it runs in almost North-East direction a distance of 913 links to reach the station No.25, passing through the intermediate station No.24. From there it runs in Eastern direction to station No.26, a distance of 580 links. From there it runs in North-East direction to station No.27, a distance of 224 links. Thence it runs in South-East direction to station No.28, a distance of 538 links. Again it runs in North-East direction to station No.29, a distance of 357 links. From there it runs in almost South-East direction a distance of 665 links to reach the station No.31, passing through the intermediate station No.30. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
10	11	122½	438
11	12	200½	120
12	13	134	581
13	14	79	262
14	15	148	363
15	16	203	358
16	17	327½	119
17	18	330½	321
18	19	192½	900
19	20	215	903
20	21	157½	416
21	22	140	650
22	23	89	1145
23	24	20	638
24	25	50½	275
25	~~27~~ 26	91	580
26	27	70	224
27	28	156	538
28	29	53½	357
29	30	133	292
30	31	159½	373

South: Thence the demarcation line runs in South-West direction to station No.32, a distance of 440 links. From there it runs in Western direction a distance of 1287 links. to reach the station No.34, passing through the intermediate station No.33. From there it runs in Southern direction to station No.35, a distance of 387 links. Thence it runs in Eastern direction to station No.36, a distance of 453 links. Thence it runs in North-West direction to station No.37, a distance of 480 links. Again it runs in Western direction to station No.38, a distance of ~~22~~ 798 links. From there it runs in almost Southern

14 64

direction a distance of 825 links to reach the station No.40, passing through the intermediate station No.39. From there it runs in almost South-East direction a distance of 912 links to reach the station No.42, passing through the intermediate station No.41. Thence it runs in almost Western direction to station No.43, a distance of 777 links. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
31	32	204½	440
32	33	272	479
33	34	270	800
34	35	170½	387
35	36	259	42 453
36	37	317	480
37	38	259	798
38	39	173	482
39	40	179	363
40	41	126	550
41	42	156	352
42	43	282	777

West: Thence the demarcation line runs in North-West direction to station No.44, a distance of 745 links from there it runs in Northern direction to station No.45, a distance of 343 links. From there it runs in almost North-West direction a distance of 1732 links to reach the station No.43, passing through the intermediate station Nos.46 and 47. Thence it runs in North-East direction to station No.49, a distance of 757 links. Thence it runs in Northern direction to station No.50, a distance * of 1052 links to reach the station No.53, passing through the intermediate stations 51 and 52. From there it runs in North-West direction a distance of 345 links to reach the station No.55 passing through the intermediate station No.54. Thence it runs in almost South-west direction a distance of 1019 links to reach the station No.57, passing through the intermediate station No.56. Therefrom the line runs in almost North-West direction near 'Chanila' a distance of 932 links, passing through the intermediate stations 58 & 59, x to reach the station No.0, which is the point situated North-East ~~direction~~ of the station No.33 (newly constructed claim No.52) of the Bit II of the block at a distance of 2880 links. Thence it runs in almost Northern direction to station No.1, a distance of 710 links. Therefrom it runs in finally in North-East direction a distance of 442 links to reach the station No.2, which x is the starting point of the Bit IV of the Block. Bearings and distances from station to station are as follows:

*of 496 links. From there it runs in almost North-East direction a distance

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
43	44	323	745
44	45	354	343
45	46	339	635
46	47	305	720
47	48	342	377
48	49	20½	757
49	50	350½	496
50	51	33	114
51	52	50	396
52	53	22	540
53	54	201½	135
54	55	313½	210
55	56	223½	530
56	57	260	425
57	58	315	510
58	59	294	319
59	0	303½	163
0	1	352½	710
1	2*	21½	442

* Starting point of Bit IV

15.62

Other Privileges:
a) Free grazing of cattle by villagers.
b) Free g removal of green manure leaves for bonafide use by ryots.
c) Free removal of dry fuel for bonafide use by villagers.
d) Free removal of Nuligrass for bonafide use by the villagers.

By Order and in the name of the
Governor of Mysore,

(S.Balasubramanyan)
i/c Deputy Secretary to Government,
Agriculture and Forest Department.

To
The Compiler, Mysore Gazette, Bangalore in duplicate for publication in the Gazette, and for supply of 25 printed copies of the Notification each to the Divisional Forest Officer, Survey and Demarcation, Mangalore and the Forest Settlement Officer, South Kanara, Mangalore.

Copies to:-
The Chief Conservator of Forests in Mysore, Bangalore.
The Divisional Commissioner, Mysore Division, Mysore.
The Deputy Commissioner, South Kanara, Mangalore.
The Revenue Department.

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hnd/27-5/

Sl. No. 1 - P. 6 60

No. B6-15-221/58
Enc. one proposal.

CHIEF CONSERVATOR'S OFFICE
Bangalore: Dated: 28/30-1-1969

To

The Secretary to Government,
Agriculture and Forest Department,
BANGALORE.

R.&I. SECTION
A.&F.D.
No. 03817
Date 31 JAN 1969
Section 7 18 GB

Sub:- Reservation of Unreserves (of South Kanara District - Draft notification under Section 4 of the Madras Forest Act.

--

I enclose herewith draft notification under Section 4 of the Madras Forest Act in respect of the proposed forest block...Balnad II.....Taluka...Puttur & Bantwal....., District South Kanara.

The proposal has been approved by the Deputy Commissioner South Kanara, Mangalore under No. D. Dis. 21225/68 dated.....5-11-1968.....which is attached to the proposal.

Government may therefore, kindly be moved to issue the above draft notification for publication in the Mysore Government Gazette with instructions to the compiler of the Gazette to supply 25 copies of the printed notification to the Divisional Forest Officer, Survey and Demarcation, Mangalore for wide circulation, and 10 copies to the Forest Settlement Officer, South Kanara, Mangalore.

Yours faithfully,

D. Nanjundappa 29/1
CHIEF CONSERVATOR OF FORESTS.

NRN/-

Sl. No 1-A p. 7. 58

D. Dis. 21225/68.

Office of the
Deputy Commissioner, S.K. Mangalore.1.
Dated: 5-11-68.

To

The Chief Conservator of Forests,
in Mysore, Bangalore.

Through:

The Conservator of Forests,
Coorg Circle, Mercara.
(in duplicate)

Sir,

Sub: Afforestation - South Kanara District - Puttur and Bantwal Taluk - Balnad, Aryappu & Punacha Vittalmudnur *Villages- Draft section 4 Notification proposals -

Ref: Letter No. F.P.FST.98/66-67 dt. 19-5-67 and 16-10-68 from Divisional Forest Officer (S&D), Mangalore -

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The proposals received from the District Forest Officer (S&D), Mangalore enclosed in quadruplicate. It may kindly be got approved by Government and published in Mysore Gazette. The Divisional Forest Officer (S&D) Mangalore may supplied with 25 spare printed copies of the notifications.

Yours faithfully,

Sd. H.L. Nage Gowda.
dt. 5-11-68.
Deputy Commissioner, S.K.

For Deputy Commissioner, S.K.

Copy to the Tahsildar, Puttur and Bantwal for necessary further action.
Copy to the Asst. Commissioner, Puttur and Mangalore for necessary further action.

Copy to the Divisional Forest Officer (S&D), Mangalore.

Copy to B7.

7-11-68

A.611.

Ref.FOR-PSM-98/66-67.

From:
Sri V.N.Nadgir, B.Sc.(Hons),
A.I.F.S.
Divisional Forest Officer,
Survey and Demarcation,
Mangalore, S.Kanara.

Divisional Forest Officer,
Survey and Demarcation
Mangalore, d/ 19.5.67

To:
The Chief Conservator of Forests,
In Mysore, Bangalore.

Thro'
The Conservator of Forests,
Coorg Circle, Mercara.

And,
The Deputy Commissioner,
South Kanara, Mangalore.

Sir,

Sub: Draft notification under section 4 of Madras Forest Act in respect of 'Balnad Block II' in S.No.283/1 of Balnad Village and 411/1 of Aryapu Village of Puttur Taluk, 322/1, 258, 239, 282, 281 of Vittal-Mudnur Village and 711, 34/1A1 and 142/1C, 73, 126 and 11 of Punacha Village of Buntwal Taluk - submission of.

...

I submit herewith in quintriplicate draft notification prepared under section 4 of M.F.Act. along with other relevant enclosures in respect of Balnad Block II in S.No.283/1 of Balnad Village and 411/1 of Aryapu Village of Puttur Taluk, 322/1, 258, 239, 282, 281 of Vittal-Mudnoor Village and 711, 34/1A1 and 142/1C 73, 126 and 11 of Punacha Village of Bantwal Taluk.

The proposed block is 499.40 acres in extent and ~~is~~ contains Tree growth here and there in patches. The species that occur are Holigarna, Arnothiana, Mangifera indica, Xanthoxylum, Rhetza, Ailanthus malabarica, Terminalia paniculata, indica etc.

The block has been surveyed and demarcated leaving a buffer belt of 100 yards from all adjacent private holdings. Stone cairns have been erected at all salient points along the demarcation line.

I request that the enclosed draft notification, may kindly be got published in Government Gazette early. Further 25 spare copies of the published notification may please be arranged to be supplied to this office for further necessary action in the matter.

Yours faithfully,

(V.N.Nadgir) 19/5/67
Divisional Forest Officer.

Encl:
1. Draft notification under Sec.4 of M.F.Act.
2. Ayacut Statement.
3. Area and condition statement.
4. Statement showing the names of villages which lie within a distance of four furlongs from the proposed block.
5. Perambulation Certificate. 6. Tree Growth Certificate.
7. Adjoining S.No. and Pattadars Names.
8. Survey sketch on 8"-1 mile scale.

...

Copy transmitted for favour of information to:
The Divisional Forest Officer, Mangalore and Coondapur Division.
The Forest Settlement Officer, South Kanara, Mangalore.
The Tahsildar, Puttur & Bantwal
Copy to the Range Officer, Survey & Demarcation, Sullia, for information.

Bp/-

OFFICE OF THE DEPUTY COMMISSIONER SOUTH KANARA
No. 10299/67

Sl.No-1C-P1 54 9.

NOTIFICATION

In exercise of the powers conferred by Section 4 of the Madras Forest Act 1882 (Madras Act No.V of 1882) as in force in the Madras area the Government of Mysore hereby -

(i) declares that it is proposed to consitute the lands in Puttur and Bantwal Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as reserved forest;

(ii) appoints the Forest Settlement Officer, South Kanara, Mangalore to be the Forest Settlement Officer for purpose of clause (c) of the said section; and

(iii) appoints the Divisional Forest Officer, Mangalore and Coondapur to attend on behalf of Government at the enquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said act, the Government of Mysore hereby appoints the Deputy Commissioner, South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under section 11, 12 and 13 of the said Act.

SCHEDULE

Name of the District	:	South Kanara
Name of the Taluk	:	Puttur and Bantwal
Name of the Villages	:	Balnad, Aryapu, Vittal-Mudnur and Puncha.
Survey Field Nos.	:	283/1 of Balnad, 411/1 of Aryapu, 322/1, 258, 239, 282, 281 of Vittal-mudnur and 711/1, 34/1A1, 142/1C, 73, 126/1A and 11 of Puncha Villages.
Name of the Block	:	Balnad Block II
Extent	:	499.40 acres.

Boundary Description

Bit I

North: Starting from the station No.0, a point situated at the newly constructed cairn No.1, the demarcation line of the Bit I of the block runs first in almost South-East direction a distance of 2309 links to reach the station No.4, passing through the intermediate stations 1 to 3. From there it runs in almost North-East direction a distance of 1127 links to reach the station No.6, passing through the intermediate station No.5. Therefrom it runs in almost South-East direction near 'Kalvaje byle' a distance of 5639 links to reach the station No.14, passing through the intermediate stations 7 to 13. Thence it runs in almost Eastern direction to station No.15 a distance of 330 links. From there it runs in almost South-East direction a distance of 1718 links to reach the station No.18, passing through the intermediate stations 16 and 17. Thence it runs in Eastern direction to station No. 19, a distance of 322 links. From there it runs in North-East direction to station No.20, a distance of 230 links. Therefrom it runs in almost South-East direction near 'Pattaje moole' a distance of

p.t.o.

SC No. 1 - C - P2 10.72

2410 links to reach the station No.25, passing through the intermediate stations 21 to 24. Thence it runs in Eastern direction to station No. 26, a distance of 511 links. Thence it runs in almost North-East direction to station No.27, a distance of 500 links. From there it runs in almost South-East direction a distance of 2513 links to reach the station No.31 passing through the intermediate stations 28 to 30. From there it runs in almost North-East direction a distance of 1178 links to reach the station No.33, passing through the intermediate station No.32. Therefrom it runs in almost South-East direction near 'Piliriya byle' a distance of 3278 links to reach the station No.39, passing through the intermediate stations 34 to 38. From there it runs in Eastern direction to station No.40, a distance of 330 links. Thence it runs in North-East direction to station No.41, a distance of 944 links. From there it runs in almost North-West direction a distance of 1425 links, to reach the station No. 44, passing through the intermediate stations 42 and 43. From there it runs in almost Northern direction to station No.45, a distance of 319 links. From there it runs in almost Eastern direction a distance of 1701 links to reach the station No.47, passing through the intermediate station 46. Thence it runs in North-East direction to station No.48, a distance of 343 links. Again it runs in Eastern direction to station No.49, a distance of 149 links.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
0	1	127	842
1	2	124	307
2	3	139	506
3	4	105½	654
4	5	81½	826
5	6	52	301
6	7	99	534
7	8	128½	343
8	9	96½	514
9	10	102	1140
10	11	113	618
11	12	108	1051
12	13	94	942
13	14	101	497
14	15	78	330
15	16	115	796
16	17	126	310
17	18	123	612
18	19	86	322
19	20	45	230
20	21	101½	365

P.t.o

21	22	143	226
22	23	150	420
23	24	104½	560
24	25	111	839
25	26	89½	511
26	27	12½	500
27	28	151½	358
28	29	102½	228
29	30	99	755
30	31	99½	1172
31	32	14½	471
32	33	72	707
33	34	132	312
34	35	143	366
35	36	136	603
36	37	97	418
37	38	118½	676
38	39	137	903
39	40	90	330
40	41	23	944
41	42	293½	396
42	43	298	221
43	44	327	808
44	45	9½	319
45	46	82	859
46	47	104½	842
47	48	54½	343
48	49	101½	149

East: Thence the demarcation line runs in almost South-East direction a distance of 724 links to reach the station No.51, passing through the intermediate station No.50. From there it runs in almost South-West direction a distance of 1391 links to reach the station No.54 passing through the intermediate station No.52 and 53. Thence it runs in almost South ern direction to station No.55, a distance of 622 links. From there it runs in South-East direction to station No.56 a distance 288 links.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
49	50	137	234
50	51	166½	490
51	52	202½	670
52	53	223½	321
53	54	235½	400
54	55	186	622
55	56	128	288

South: Thence the demarcation line runs in South-West direction to station No.57, a distance of 632 links. From there it runs in North- West direction to station No.58, a distance of 493 links. From there it runs in almost Western direction a distance of 660 links to reach the station No.60, passing through the intermediate station No.59. From there it runs in South-West direction to station No.61, a distance of 600 links. Therefrom it runs in almost North-West direction a distance of 2039 links to reach the station No.64, passing through the intermediate stations 62 and 63. Thence it runs in almost Western direction to station No.65, a distance of 707 links. Thence it runsin North-West direction to station No.66, a distance of 742 links. From there it runs in almost Western direction a distance of 2173 links to reach the station No.68, passing through the intermediate station No.67. From there it runs in almost North-West direction a distance of 1045 links to reach the station No.72, passing through the intermediate stations 69 to 71. Thence it runs in South-West direction to station No.73, a distance of 603 links. From there it runs in almost North-West direction a distance of 1947 links to reach the station No.75, passing through the intermediate station No.74. From there it runs in North-East direction to station No.76, a distance of 253 links. From there it runs in North-West direction to station No.77, a distance of 523 links. From there it runs in almost South-West direction a distance of 1125 links to reach the station No.79, passing through the intermediate station No.78. Thence it runs in Western direction to station No.80, a distance of 327 links. From there it runs in almost North-West direction a distance of 627 links to reach the station No.82, passing through the intermediate station No.81. From there it runs in almost South-West direction a distance of 838 links to reach the station No.84, passing through the intermediate station No.83. From there it runs in almost Western direction a distance of 1162 links to reach the station No.87, passing through the intermediate station Nos.85 and 86. From there it runs in North-West direction a distance of 1096 links to reach the station No.89, passing through the intermediate station No.88. Therefrom it runs in almost Western direction a distance of 2130 links to reach the station No.92, passing through the intermediate station No.90 and 91. From there it runs in North-West direction to station No.93, a distance of 880 links. From there it runs in South-West direction to station No.94, a distance of 547 links. Therefrom it runs in almost Western direction a distance of 1368 links to reach the station No.96, passing through the intermediate station No.95.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
56	57	254½	632
57	58	300	493
58	59	273½	400
59	60	267½	260

p.t.o.

60	61	229	600
61	62	280	880
62	63	303½	570
63	64	348	589
64	65	273½	707
65	66	295	742
66	67	259½	898
67	68	270	1275
68	69	322½	200
69	70	326½	426
70	71	287	200
71	72	289½	819
72	73	252½	603
73	74	298	887
74	75	294½	1060
75	76	21½	253
76	77	305½	523
77	78	241	493
78	79	257	632
79	80	272½	327
80	81	307½	220
81	82	319	407
82	83	249	380
83	84	260½	458
84	85	268½	213
85	86	283½	632
86	87	279½	317
87	88	314	654
88	89	310	442
89	90	277½	400
90	91	272	870
91	92	~~268½~~ 265½	860
92	93	299	880
93	94	248½	547
94	95	281	1098
95	96	276½	270

West: Thence the demarcation line runs in North-West direction to station No.97, a distance of 760 links. From there finally it runs in almost Northern direction a distance of 850 links passing through the intermediate station No.98 to reach the station No.0 which is the starting point of the Bit I of the Block.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
96	97	342	760

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Sl. No-1-c p.6 - 14 44

97	98	4	652
98	0 ⊗	349½	198

⊗ Starting point of the Bit I

Bit II

North: Starting from the station No.27, a point situated at the newly constructed cairn No.1, the demarcation line of the Bit II of the block runs first in North-East direction to station No.28, a distance of 210 links. Therefrom it runs in almost South-East direction a distance of 965 links to reach the station No.31, passing through the intermediate station Nos.29 and 30. Therefrom it runs in almost Eastern direction a distance of 2328 links, to reach the station No.40, passing through the intermediate station Nos.32 to 39. From here the line runs to Northern direction to station No.41 at a distance of 253 links. Thence it runs in almost Eastern direction to station No.42, a distance of 241 links.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
27	28	59½	210
28	29	138½	370
29	30	118½	395
30	31	109	200
31	32	100	390
32	33	86½	267
33	34	81½	323
34	35	99½	100
35	36	99½	166
36	37	90½	218
37	38	84	183
38	39	77½	255
39	40	90	426
40	41	20	253
41	42	102½	241
42	43		

East: Thence the demarcation line runs in South-East direction a distance of 1101 links to reach the station No.44, passing through the intermediate station No.43. From there it runs in South-West direction to station No.45, a distance of 756 links. From there it runs in South-East direction a distance of 824 links to reach the station No.47, passing through the intermediate station No.46. Therefrom it runs in almost South-West direction a distance of 2600 links to reach the station No.53, passing through the intermediate station Nos.48 to 52. From there it runs in South-East direction to station No.54, a distance of 425 links. Therefrom it runs in almost North-East direction a distance of 618 links to reach the station No.56,

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Sl. No. 1 - Cont. -

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passing through the intermediate station No.55. Thence it runs in a almost Eastern direction a distance of 526 links, to reach the station No.58, passing through the intermediate station No.57. From there it runs in Southern direction to station No.59, a distance of 297 links. Thence it runs in South-East direction to station No.60, a distance of 610 links. Thence it runs in North-East direction to station No.61, a distance of 662 links. Thence it runs in South-East direction to station N o.62, a distance of 570 links. From there it runs in almost South-West direction a distance of 1341 links to reach the station No.65, passing through the intermediate station Nos.63 and 64. Therefrom it runs in almost South-East direction a distance of 2637 links to reach the station No.71, passing through the intermediate stations 66 to 70. From there it runs in North-East direction to station No.72, a distance of 589 links. Thence it runs in almost Eastern direction to station 73, a distance of 157 links. Thence it runs in almost Southern direction to station No.74, a distance of 434 links. From there it runs in South-West direction to station No.75, a distance of 406 links. Therefrom it runs in almost South-East direction a distance of 3625 links to reach the station No.82, passing through the intermediate stations 76 to 81. From there it runs in Southern direction to station No.83, a distance of 336 links.

Bearings and distances from station to station are a s follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
42	43	141½	568
43	44	138½	533
44	45	237	756
45	46	142	407
46	~~48~~ 47)	145	417
47	48	254	~~358~~ 358
48	49	265	762
49	50	223½	608
5 0	51	217½	345
51	52	210	400
52	53	199½	127
53	54	124½	425
54	55	76½	380
55	56	47½	238
56	57	93	336
57	58	94	190
58	59	171½	297
59	60	141½	610
60	61	53½	662
61	62	104	570
62	63	194	725

p.t.o.

16 to

63	64	246	390
64	65	242	226
65	66	138½	400
66	67	130	262
67	68	125	330
68	69	122½	615
69	70	125½	500
70	71	121½	530
71	72	62½	589
72	73	95½	157
73	74	177	434
74	75	195	406
75	76	107½	171
76	77	122½	976
77	78	157	323
78	79	123	657
79	80	120½	262
80	81	108½	537
81	82	126	699
82	83	174	336

South: Thence the demarcation line runs in almost South-West direction a distance of 977 links to reach the station No.86, passing through the intermediate stations 84 and 85. From there it runs in almost North-West direction a distance of 1136 links to reach the station No.88, passing through the intermediate station No.87. Thence it runs in North-East direction to station No.89, a distance of 974 links. Therefrom it runs in almost North-West direction a distance of 7763 links to reach the station No.107, passing through the intermediate stations 90 to 106. Therefrom it runs in almost Western direction a distanceof 2845 links to reach the station No.113, passing through the intermediate station No.108 to 112.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
83	84	210	245
84	85	245	341
85	86	247	391
86	87	278	370
87	88	292½	766
88	89	29	974
89	90	304	562
90	91	303	990
91	92	320½	240
92	93	309	746
93	94	304½	559

p.t.o.

94	95	312½	606
95	96	295½	908
96	97	307½	252
97	98	313	282
98	99	305	487
99	100	292	243
100	101	285	249
101	102	313½	272
102	103	299½	323
103	104	29½	240
104	105	304	358
105	106	341	168
106	107	344	278
107	108	277	393
108	109	285	451
109	110	276½	644
110	111	283	760
111	112	260	400
112	113	276	197

West: Thence the demarcation line runs in almost North-West direction a distance of 1642 links, passing through the intermediate station No.114 to reach the station No.0 which is the point situated South-East of station No.54 (cairn No.55) of the Bit I of the Block at a distance of 1880 links. Therefrom it runs near 'Nate kallubyle' in almost North-East direction a distance of 1370 links to reach the station No.3, passing through the intermediate stations 1 and 2. From there it runs in almost South-East direction a distance of 876 links to reach the station No.6, passing through the intermediate stations 4 and 5. Thence it runs in North-East direction to station No.7, a distance of 505 links. From there it runs in almost South-East direction a distance of 884 links to reach the station No.9, passing through the intermediate station No.8. Thence it runs in Eastern direction to station No.10, a distance of 426 links. Therefrom it runs in almost North-East direction a distance of 1564 links to reach the station No.15, passing through the intermediate stations 11 to 14. Thence it runs in North-West direction to station No.16, a distance of 572 links. From there it runs in almost North-East direction a distance of 733 links to reach the station No.18, passing through the intermediate station No.17. Therefrom it runs in almost North-West direction a distance of 3385 links to reach the station No.26, passing through the intermediate stations 19 to 25. From there finally the line runs in North-East direction a distance of 270 links to reach the station No.27, which is the starting point of the Bit II.

Bearings and distances from station to station are as follows:

p.t.o.

18. 35

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
113	114	325	967
114	0	298	675
0	1	82½	870
1	2	39½	272
2	3	60	228
3	4	148½	188
4	5	145½	283
5	6	165½	405
6	7	66½	505
7	8	159½	625
8	9	170½	259
9	10	99	426
10	11	21½	258
11	12	82½	466
12	13	20	307
13	14	22	381
14	15	12	152
15	16	337	572
16	17	71½	350
17	18	28½	383
18	19	333	321
19	20	305	428
20	21	279½	506
21	22	290	136
22	23	317½	123
23	24	306½	565
24	25	335	317
25	26	295	989
26	27⊗	27	270

⊗ Starting point of the Bit II.

Bit III

North: Starting from the station No.14, a point situated at the newly constructed cairn No.15, the demarcation line of the Bit ~~III~~ III of the Block runs first in South-East direction a distance of 1352 links to reach the station No.16, passing through the intermediate station 15. Thence it runs in almost Eastern direction to station No.17, a distance of 604 links. From there it runs in North-East direction to station No.18, a distance of 600 links. Thence it runs in North-West direction to station No.19, a distance of 274 links. From there it runs in Eastern direction to station No.20, a distance of 412 links.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
14	15	122	680

p.t.o.

15	16	122	672
16	17	99	604
17	18	61½	600
18	19	324½	274
19	20	85½	412

East: Thence the demarcation line runs in almost South-West direction to station No.21, a distance of 813 links. From there it runs in almost South-East direction a distance of 1085 links to reach the station No.23, passing through the intermediate station No.22, Thence it runs in South-West direction a distance of 1145 links to reach the station No.25, passing through the intermediate station No.24. From there it runs in almost Southern direction a distance of 167 links to reach the station No.0, which is the point situated North of station No.35 (newly constructed cairn No.8) of the Bit II at a distance of 1555 links.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
20	21	194	813
21	22	161	440
22	23	170½	645
23	24	203½	547
24	25	205	598
25	26 0	188	167

South: Thence the demarcation line runs in South-West direction to station No.1, a distance of 814 links. From there it runs in Northern direction to station No.2, a distance of 412 links. From there it runs in almost North-West direction a distance of 918 links to reach the station No.4, passing through the intermediate station No.3, Thence it runs in almost Western direction a distance of 1204 links to reach the station No.7, passing through the intermediate station No. 5 and 6. Therefrom it runs in almost North-West direction a distance of 835 links to reach the station No.9, passing through the intermediate station No.8.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
0	1	246½	814
1	2	3	412
2	3	287½	627
3	4	335½	291
4	5	271½	628
5	6	273	236
6	7	274½	340

p.t.o.

7	8	312	385
8	9	291½	450

West: Thence the demarcation line continues in North-West direction to station No.10, a distance of 353 links. Therefrom it runs in almost North-East direction a distance of 2042 links to reach the station No.13, passing through the intermediate stations 11 and 12. From there it runs in Northern direction a distance of 528 links to reach the station No.14, which is the starting point of the Bit III.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
9	10	339½	353
10	11	44½	788
11	12	36	624
12	13	62	630
13	14 ⊛	1	528

⊛ Starting point of the Bit III

Bit IV

North: Starting from the station No.2, a point situated at the newly constructed cairn No.3, the demarcation line of the Bit IV of the block runs first in South-East direction to station No.3, a distance of 357 links. From there it runs in North-East direction to station No.4, a distance of 246 links. Thence it runs in almost Eastern direction to station No.5, a distance of 157 links. Thence it runs in North-East direction to station No.6, a distance of 240 links. Thence it runs in South-East direction a distance of 840 links to reach the station No.9, passing through the intermediate stations 7 and 8. From there it runs in almost Eastern direction to station No.10, a distance of 216 links.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links
2	3	121	357
3	4	57	246
4	5	99	157
5	6	19	240
6	7	96½	100
7	8	111	423
8	9	113½	317
9	10	81	216

East: Thence the demarcation line runs in South-East direction to station No.11, a distance of 438 links. Thence it runs in South-West direction to station No.12, a distance of 120 links. From there it runs

p.t.o.

in South-East direction to station No.13, a distance of 581 links. Thence it runs in almost Eastern direction to station No.14, a distance of 262 links. From there it runs in South-East direction to station No.15, a distance of 363 links. From there it runs in South-West direction to station No.16, a distance of 358 links. From there it runs in almost Western direction a distance of 440 links to reach the station No.18, passing through the intermediate station 17. From there it runs in Southern direction to station No.19, a distance of 900 links. From there it runs in South-West direction to station No.20, a distance of 903 links. From there it runs in almost South-East direction a distance of 1066 links to reach the station No.22, passing through the intermediate station No.21. Thence it runs in Eastern direction to station No.23, a distance of 1145 links. From there it runs in almost North-East direction a distance of 913 links to reach the station No.25, passing through the intermediate station No.24. From there it runs in Eastern direction to station No.26, a distance of 580 links. From there it runs in North-East direction to station No.27, a distance of 224 links. Thence it runs in South-East direction to station No.28, a distance of 538 links. Again it runs in North-East direction to station No.29, a distance of 387 links. From there it runs in almost South-East direction a distance of 665 links to reach the station No.31, passing through the intermediate station No.30.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
10	11	129½	438
11	12	200½	120
12	13	134	581
13	14	79	262
14	15	148	363
15	16	203	358
16	17	267½	119
17	18	269½	321
18	19	182½	900
19	20	215	903
20	21	157½	416
21	22	140	650
22	23	89	1145
23	24	20	638
24	25	50½	275
25	26	91	580
26	27	70	224
27	28	156	538
28	29	53½	387

p.t.o.

29	30	133	292
30	31	159½	373

South: Thence the demarcation line runs in South-West direction to station No.32, a distance of 440 links. From there it runs in Western direction a distance of 1287 links to reach the station No.34, passing through the intermediate station No.33. From there it runs in Southern direction to station No.35, a distance of 387 links. Thence it runs in Eastern direction to station No.36, a distance of 453 links. Thence it runs in North-West direction to station No.37, a distance of 480 links. Again it runs in Western direction to station No.38, a distance of 798 links. From there it runs in almost Southern direction a distance of 825 links to reach the station No.40, passing through the intermediate station No.39. From there it runs in almost South-East direction a distance of 912 links to reach the station No.42, passing through the intermediate station No.41. Thence it runs in almost Western direction to station No.43, a distance of 777 links.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links
31	32	204½	440
32	33	272	479
33	34	270	808
34	35	170½	387
35	36	259	453
36	37	317	480
37	38	259	798
38	39	173	462
39	40	173	363
40	41	126	560
41	42	156	352
42	43	282	777

West: Thence the demarcation line runs in North-West direction to station No.44, a distance of 745 links From there it runs in Northern direction to station No.45, a distance of 343 links. From there it runs in almost North-West direction a distance of 1732 links to reach the station No.48, passing through the intermediate station Nos.46 and 47. Thence it runs in North-East direction to station No.49, a distance of 757 links. Thence it runs in Northern direction to station No.50, a distance of 496 links. From there it runs in almost North-East direction a distance of 1052 links to reach the station No.53, passing through the intermediate stations 51 and 52. From there it runs in North-West direction a distance of 345 links to reach the station No.55 passing through the intermediate station No.54. Thence it runs in almost South-West direction a distance of

p.t.o.

Sp. No. 1 - C - P 75

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1019 links to reach the station No.57, passing through the intermediate station No.56. Therefrom the line runs in almost North-West direction near 'Chamila' a distance of 992 links, passing through the intermediate stations 58 and 59, to reach the station No.0, which is the point situated North-East of the station No.83 (newly constructed cairn No.52) of the Bit II of the block at a distance of 2680 links. Thence it runs in almost Northern direction to station No.1, a distance of 710 links. Therefrom it runs finally in North-East direction a distance of 442 links to reach the station No.2, which is the starting point of the Bit IV of the Block.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
43	44	323	745
44	45	354	343
45	46	339	635
46	47	305	720
47	48	348	377
48	49	20½	~~757~~ 757
49	50	350½	496
50	51	36	116
51	52	50	396
52	53	22	540
53	54	301½	135
54	55	313½	210
55	56	233½	530
56	57	260	489
57	58	315	510
58	59	294	319
59	0	303½	163
0	1	352½	710
1	2 ⊗	21½	442

⊗ Starting point of Bit IV.

Other Privileges: a) Free grazing of cattle by villagers.

b) Free removal of green manure leaves for bonafide use by ryots.

c) Free removal of dry fuel for bonafide use by villagers.

d) Free removal of Muligrass for bonafide use by the villagers

By order and in the name of the Governor of Mysore.

Under Secretary to Government
Agriculture and Forest Department.

Divisional Forest Officer,
Survey and Demarcation,
Mangalore.

The Compiler, Mysore Gazette, Bangalore, in duplicate for publication in the Gazette, and for supply of 25 printed copies of the Notification each to the D.F.O. Survey & Demarcation, Mangalore, and the

Sl. No. 1-C.T.P/16

and the Forest Settlement

Officer South Kanara, Mangalore

Copies to:- (1) The C.C.F. Bangalore

(2) The Dy. Commr. Mysore

(3) The Dy. Commr. S. Kanara Mangalore

(4) The RO

Sl. No. 1-D-(P)

Ayacut statement prescribed in B.P.Forest Act No.459 dated 2.10.1896 - Name of the proposed Block 'Balnad Block II' in S.No.283/1 of Balnad Village, 411/1 of Aryapu Village of Puttur Taluk, 322/1,258,239,282,281 of Vittal-Mudnur Village and 111, 34/1A and 142/1C,73,126 and 11 of Pumacha Village.

Name of the Village.	Area in acres	Area of perambole, village, site, road, Tank etc. in acres	Area under cultivation. in acres	Area included in the sanctioned R.F. in acres	Area proposed for reservation.	Balance of waste land Assessed	Balance of waste land Unassessed	Balance of waste land Total	Remark
1	2	3	4	5	6	7	8	9	10
Vittal-Mudnoor	3271.30	56.94	1005.~~25~~ 81	—	267.50 acres	1005.~~25~~ 81 acres	2208.55) 56.94) acres	3271.30 acres	—
Pumacha	6813.05	169.18	1985.67	—	58.~~06~~ acres	1985.67	4658.20) 169.18)	6813.05	—
Balnad Village	4642.84	63.92	1276.15	—	148.75 acres	1276.15 ~~3297.07~~	~~69.40~~ 3302.77	4642.84	—
Aryapu Village.	4642.84	70.58	1288.72	—	25.00	1288.72	3284.19	4642.84	—

Divisional Forest Officer,
Survey and Demarcation,
Mangalore.

Statement of Area and Condition prescribed in G.O.No.640 dated 4th July 1887 - Name of the proposed Block 'Balnad Block II' in S.No.283/1 of Balnad Village, 411/1 of Aryapu Village of Puttur Taluk 322/1,258,239,282/1,281/1 of Vittal-mudnu and 711/1,34/1A1,142/1C, 73 and 126 of Puncha Village, Bantwal Taluk, South Kanara.

Sl. No.	Total area of the Taluk.	Extent of Occupied Govt.land in the Taluk.	Extent of Unoccupied Govt.land in the Taluk.	Area of the R.F.already Notified under Section 16.	Area of the R.F.under settlement	Area of the R.F.now submitted for Notification under Sec.4 of M.F.Act. V.	Character of land proposed for Reserve Forest		Probable extent of land left for grazing purpose in the Taluk.	Remarks
							Area of Forest land	Area of Grass land		
1	2	3	4	5	6	7	8	9	10	11
1. Puttur	4,97,749.95 acres	1,04,569.72 acres	3,93,180.23 acres	1,71,003.89 acres	~~9,681.00~~ 13,506.50 acres	173.75 acres	73.75 acres	100.00 acres	500.00 acres	—
2. Bantwal	1,72,359.00 acres	84,117.03 acres	28,241.97 acres	4,119.13 acres	~~156.00~~ 1,209.30 acres	325.50 acres	175.50 acres	150.00 acres	4,948.00 acres	—

Divisional Forest Officer,
Survey and Demarcation,
Mangalore.

Statement showing the names of the villages which lie within a distance of ½ a mile from the proposed Block in 'Balmad Block II' in S.No.283/1 of Balmad Village, 411/1 of Aryapu Village of Puttur Taluk, 322/1, 258, 239, 282, 281 of Vittalmudnoor Village and 711, 34/1A and 142/1C, 73, 126 and 11 of Punacha Village.

Name of the Village.	Distance from the proposed R.F.line	Number of houses with locality.	Population	Number of cattle in the locality.	Cultivation			Direction	Remarks
					Dry	Wet	Garden		
1	2	3	4	5	6	7	7	8	9
Balmad Village	½	520	2960	2150	427.50	651.99	195.80		
Aryapu Village	½	934	3296	2291	960.05	652.98	155.19		
Vittal-Mudnur Village.	½	355	2231	376	395.43	2589.12	505.02		
Punacha Village	½	730	4711	1422	720.73	5012.75	1336.00		
Kopu Village.	½	496	3363	1228	695.07	3251.14	1005.08		

Divisional Forest Officer,
Survey and Demarcation,
Mangalore.

Sl.no 1 - G-P1 18

Perambulation Certificate

Certified that the boundaries of Balnad Block II in S.Nos. 283/1 of Balnad, 411/1 of Aryapu Villages of Puttur Taluk and S.Nos.322/1,258,239,282,281 of Vittal-mudnur Village and 711/1, 34/1A1, 142/1C, 73, 126/1 and 11 of Puncha Village of Bantwal Taluk, South Kanara District was perambulated and preliminary Survey and Demarcation was done by me assisted by Forester Sri Umesh M.S. Buffer belt of 100 yards wide has been left for all adjacent warg lands and the same has been checked by me and found to be correct. Further the block is free from encroachments.

Sd.R.V.Vittal Rao,
Forest Range Officer,
Survey and Demarcation,
Sullia.

/ true copy /

Divisional Forest Officer,
Survey and Demarcation,
Mangalore.

Sl.No. 1-H-81 7697.

Tree Growth Certificate

The proposed Balnad Block II, which is in S.Nos.283/1 of Balnad and 411/1 of Argapu Villages of Puttur Taluk and 322/1,258, 239,282,281 of Vittal-mudnur Village and 711/1,34/1A1,142/1C,73, 126/1 and 11 of Puncha Village,Bantwal Taluk,South Kanara contains tree growth here and there in patches. The species that occur are Holigarna arnothiana, Mangifera indica, Xanthoxylum rhetza,Ailanthus malabarica,Terminalia paniculata,Adina cardifolia, Bombax malabaricum, Schlichera oleosa, Ficus species, Emblica officonalis, Carrea arboria, Dalbergia latifolia, Terminalia tomentosa, Terminalia Bellerica, Xylia xylocarpa, Dillenia pentagyna, Artocarpus hirsuta, Strychnos nuxvomica, Randia dumetorum, Artocarpus integlifolia etc. The ground flora is mostly of calicopteris floribunda.

Sd.R.N.Vittal Rao,
Forest Range Officer,
Survey and Demarcation,
Sullia.

/ true copy /

Divisional Forest Officer,
Survey and Demarcation,
Mangalore.

Sl-No, - I - B' 30 C

Name of the Block ' Balmad Block II'

The adjoining S.Nos. which are ~~[illegible]~~ lieing by the side of proposed Balmad Block II.

S.No.	Whether Patta or A.W.	If Garden, Dry or Wet	H.No.	If Patta Name of Pattadars	Remarks
		Puncha Village.			
56	A.W.	Dry	--	A.W.	
711/3	Patta	Dry	5	Manela Vishnu Bhat.	
711/2	Patta	Dry	5	-do-	
36/1	A.W.	Dry	--	A.W.	
35/2	A.W.	Dry	--	A.W.	
35/1	Patta	Dry	5	Manela Vishnu Bhat	
34/2	Patta	Dry	5	-do-	
34/1B					
34/1A3	A.W.	Dry	--	A.W.	
10/2	A.W.	Dry	--	A.W.	
10/1A	Patta	Dry	141	Krishna Upadyaya	
		Vittal-Mudnur Village			
364/1	A.W.	Dry	--	A.W.	
364/2	Patta	Hos.Dry	Sp.16	Kariya Naika	
257	A.W.	Dry	--	A.W.	
378/1	A.W.	Dry	--	A.W.	
378/2	Patta	Dry	Sp.34	Issmail Beary	
378/3	Patta	Dry	48	Koraga Naika	
378/4	A.W.	Dry	--	A.W.	
338/1	Patta	Dry	Sp.40	Laxmi Hengsu	
2	Patta	Dry	Sp.40	-do-	
342/1	A.W.	Dry	--	A.W.	
342/2	Patta	Hos.Dry	57	Krishna Bhat	
258/1	A.W.	Dry	--	A.W.	
251/1	Patta	Garden	25	Ram Bhat	
2	Patta	-do-	25	-do-	
3A	A.W.	Dry	--	A.W.	
3B	Patta	(H)Dry	25	Ram Bhat	
250/1	A.W.	Dry	--	A.W.	
250/2	Poromboke	--	--	Poromboke	
244/1	A.W.	Dry	--	A.W.	
2	Patta	Wet III	66	Ram Bhat	
3	Poromboke	--	--	Poromboke	
243/1	A.W.	Dry	--	A.W.	
2	Patta	Dry	31/31	Ram Bhat	
3	Poromboke	--	--	Poromboke	
4	Patta	Garden	31	Ram Bhat	
240/1	Patta	Garden	71	Narayana Bhat	
2	A.W.	Dry	--	A.W.	
3	Poromboke	--	--	Poromboke	
4A4B	Patta	(H)Dry	31	Ram Bhat	

p.t.o.

Sl. No 1-2 P 2 31/10

(1)	(2)	(3)	(4)	(5)	(6)
5	Patta	Wet I	31	-do-	
6A	Patta	Wet I	31	Saraswathi Hengsu	
6B	Patta	Wet I	31	Ram Bhat	
7	Patta	Wet I	31	Ram Bhat	
2 26/1	Poromboke	—	—	Poromboke	
2	A.W.	Dry	—	A.W.	
227/1	A.W.	Dry	—	A.W.	
2	Patta	Hos.Dry	39	Shiva Shetty	
235	A.W.	Dry	—	A.W.	
377/1A	A.W.	Dry	—	A.W.	
1B	Patta	(H) Dry	53	Kamala Bai	
1C	A.W.	Dry	—	A.W.	
2	Patta	Dry(Hos)	Sp.39	Krishna Bhat	
355/1	Patta	Dry(Hos)	Sp.53	Kamala Bai	
2	Patta	Dry (Hos)	47	Devaki Hengsu	
3	A.W.	—	—	A.W.	
359/1A	A.W.	Dry	—	A.W.	
1B	Patta	Dry(Hos)	Sp.66	Gangayya Shetty	
2	Patta	Dry	38	Manilu Gowda	
373/1A	A.W.	Dry	—	A.W.	
1B	Patta	Dry Hos	66	Gangayya Shetty	
1C	A.W.	Dry	—	A.W.	
2	Patta	Dry Hos	Sp.21	Seetha Hengsu	
394/1	A.W.	Dry	—	A.W.	
2	Patta	Dry Hos	59	Krishnappa Shetty	
3	A.W.	Dry	—	A.W.	
4	Patta	Dry	Sp.60	Ramanada	
258/1	A.W.	Dry	—	A.W.	
376/1	A.W.	-do-	—	A.W.	
2	Patta	Dry(Hos)	Sp.40	Balanna Gowda	
3	A.W.	Dry	—	A.W.	
4	Patta	Dry(Hos)	41	Gudda Gowda	
5	Patta	Wet III	41	-do-	
6	-do-	Garden	41	-do-	
7	Patta	Wet III	41	-do-	
102/1	A.W.	Dry	—	A.W.	
2	Patta	Garden	84	Padmanabha Bhat and Dera Shekera.	
109/1	Patta	Garden	85	Korepolu Hengsu	
110/1	A.W.	Dry	—	A.W.	
2	Patta	Garden	42	Ramakka, Duggamma and Honkka, Hengsu	
3	Patta	Wet I	42	Ramakka Hengsu	
4	Patta	Wet III	85	Koropolu Hengsu	
163/1	Patta	Garden	24	Edkola Krishna Bhat	
2	Patta	Wet III	24	-do-	

P.t.o.

Sl. No 1-I 83 328

(1)	(2)	(3)	(4)	(5)	(6)
3	Patta	Garden	24	-do-	
4	Patta	Wet II	24	-do-	
5	Patta	Wet II	24	-do-	
6	Patta	Wet II	24	-do-	
162/1	Patta	Dry	53	Alangara Subraya Naik	
168/1	Patta	Dry	23	Ammani or Saraswathi	
169/2 To 169/8	Patta	—	24	Ammani or Saraswathi	
167/1A	A.W.	Dry	—	A.W.	
1B	Patta	Dry	—	Venktramana	
1C	Patta	Garden	—	-do-	
1D	Patta	Wet III	—	-do-	
1E	A.W.	Dry	—	A.W.	
2	Patta	Dry	26	Kodange Narayana Naik	
3	Patta	Garden	23	Ammani or Saraswathi	
4	Patta	Dry	26	Kodange Narayana Naika	
5	Patta	Garden	23	Ammani or Sarswathi	
6	A.W.	Dry	—	A.W.	
7	Patta	Garden	26	Kodange Narayana	
8	Patta	Wet I	26	-do-	
9	Patta	Dry	—	Venktramana	
166/1A	Patta	Wet I	26	Kodange Narayana Naik	
1B	Patta	Wet I	75	Agratha Bylu Sarkappa	
2 To 11B	-do-	—	26	Kodange Narayana Naika	
163/1	Patta	Garden	24	Edrkala Krishna Bhat	
2	Patta	Wet III	24	-do-	
3	Patta	Garden	24	-do-	
4	Patta	Wet I	24	-do-	
5	Patta	Wet II	24	-do-	
6	Patta	Wet III	24	-do-	
290	Patta	Dry	23	Ammani or Saraswathi	
167/1A	A.W.	Dry	—	A.W.	
1B	Patta	Dry	—	Venktramana	
1C	Patta	Garden	—	-do-	
1D	Patta	Wet III	—	-do-	
1E	A.W.	Dry	—	A.W.	
2	Patta	Dry	26	Kodange Narayana Naika	
3	-do-	Garden	23	Ammani or Saraswathi	
4	-do-	Dry	26	Kodange Narayana Naika	
5	Patta	Garden	23	Ammani or Hengsu	
6	A.W.	Dry	—	A.W.	
7	Patta	Garden	26	Kodange Narayana Naik	
8	-do-	Wet I	26	-do-	
9	Patta	Dry	—	Venkatramana	
222	A.W.	Dry	—	A.W.	
386/1A	A.W.	Dry	—	A.W.	

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Sl. No. 1-2-84 33

(1)	(2)	(3)	(4)	(5)	(6)
1B	P atta	Dry	20	Maila Naika	
1C	Patta	Dry	28	Choma Naika	
112/1	A.W.	Dry	—	A.W.	
2	Patta	Dry	49	Guttima Manekke Hengsu	
3	A.W.	Dry	—	A.W.	
111/1	Patta	Wet II	42	Ramakka and 2 members	
2	-do-	Wet I	42	-do-	
3	Patta	Garden	42	-do-	
4	Patta	Wet I	42	-do-	
5	Patta	Garden	42	-do-	
377	A.W.	Dry	—	A.W.	
142/1	Dry A.W.	Dry	—	A.W.	
141/1	A.W.	Dry	—	A.W.	
141/1	A.W.	Dry	—	A.W.	
140	A.W.	Dry	—	A.W.	
139	A.W.	Dry	—	A.W.	
385	A.W.	Dry	—	A.W.	
375/1	A.W.	Dry	—	A.W.	
2	P atta	Dry(Hos)	Sp.44	Theniya Gowda	
3	Patta	Garden(Hs)	46	Venkamma	
362/1	A.W.	Dry	—	A.W.	
~~372/1~~ 2	A.W.	Dry(Hs)	Sp.20	Thimma Naika ~~xxxxxxxx~~	
372/1	A.W.	Dry	—	A.W.	
2	Patta	Dry(Hs)	Sp.20	Janu Naika	
283	A.W.	Dry	—	A.W.	
293	A.W.	Dry	—	A.W.	
294	A.W.	Dry	—	A.W.	
297	A.W.	Dry	—	A.W.	
282	A.W.	Dry	—	A.W.	
335	A.W.	Dry	—	A.W.	
392/1	A.W.	Dry	—	A.W.	
2	Patta	Dry Hs.	54	Palli Kunhi Beary	
367/1A	A.W.	Dry	—	A.W.	
1B	Patta	Dry (Hs)	71	Krishna Bhat	
1C	A.W.	Dry	—	A.W.	
2	Patta	Dry(Hs)	Sp.54	Palli Kunhi Beary	
3	Patta	-do-	Sp.54	-do-	
4	A.W.	Dry	—	A.W.	
357/1A	A.W.	Dry	—	A.W.	
1B	Patta	Dry(Hs)	43	Usman Beary	
2	Patta	Dry(Hs)	41	Devanna Naika	
324	A.W.	Dry	—	A.W.	
323/1	A.W.	Dry	—	A.W.	
2	Patta	Garden Hs.	26	K.Guddappa Rai	
329	A.W.	Dry	—	A.W.	
330/1	A.W.	Dry	—	A.W.	

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Sl. No 1-37 Ps-9

(1)	(2)	(3)	(4)	(5)	(6)
1	Patta	Wet III	26	K.Guddappa Rai	
3	-do-	Dry	"	-do-	
4	Patta	~~Patta~~ Wet III	"	-do-	
322/1	A.W.	Dry	—	A.W.	
2	Patta	Dry Hs.	56	Koraga Poojari	
347/1A	A.W.	Dry	—	A.W.	
1B	Patta	Dry Hs.	Sp.1	Poovaki Hengsu	
1C	A.W.	Dry	—	A.W.	
2	Patta	Garden (Hs)	68	Ramachandra Bhat	
358/1	A.W.	Dry	—	A.W.	
2	Patta	Dry.Hs.	23	Lingu Hengsu	
3	A.W.	Dry	—	A.W.	
4	A.W.	Dry	—	A.W.	
360/1	Patta	~~Patta~~ Dry(Hos)	22	Sesa Gowda	
2	Patta	Dry (Hos)	8	Narayana Naika	
3	A.W.	Dry	—	A.W.	
349/1	Patta	Dry(Hos)	65	Pakerappa Beary	
2A	A.W.	Dry	—	A.W.	
2B	Patta	Dry	70	Pakerabba Beary	
2C	A.W.	Dry	—	A.W.	
298	A.W.	Dry	—	A.W.	
299	A.W.	Dry	—	A.W.	
		<u>Balnad Village.</u>			
273/1	A.W.	Dry	—	A.W.	
273/2	Patta	Garden	4	Nattoji Vistnu Rao	
3	-do-	-do-	4	-do-	
4	Patta	Wet I	4	-do-	
63/1	Patta	Wet II	71	Raja Rajeshwari Temple	
2	Patta	Wet I	4	Nattoji Vistnu Rao	
3	Patta	Garden	4	-do-	
83/1	A.W.	Dry	—	A.W.	
2	Patta	Dry	8	Nekkare Krishna Bhat	
3	Patta	Garden	8	-do-	
4	Patta	Wet III	79	Sanna Ganapathi Bhat	
1/1	A.W.	Dry	—	A.W.	
2	Patta	Dry	138	K.Monappa Gowda	
	Patta	Wet III	11	Kobbina Hithlu Padmanabha Bhat	
	Patta	Garden	11	-do-	
	Patta	Dry	110	Kendiga Seetha Rambal	
	Patta	Dry	11	Kabbina Hithlu Deni Hengsu	
	A.W.	Dry	—	A.W.	
	Poromboke	—	—	Grazing ground.	
	A.W.	Dry		A.W.	

p.t.o.

(1)	(2)	(3)	(4)	(5)	(6)
27	A.W.	Dry	—	A.W.	
126/1	A.W.	Dry	—	A.W.	
104	A.W.	Dry	—	A.W.	
73/1	A.W.	Dry	—	A.W.	

-:0000:-

Sd.R.N.Vittal Rao,
Forest Range Officer,
Survey and Demarcation,
Sullia.

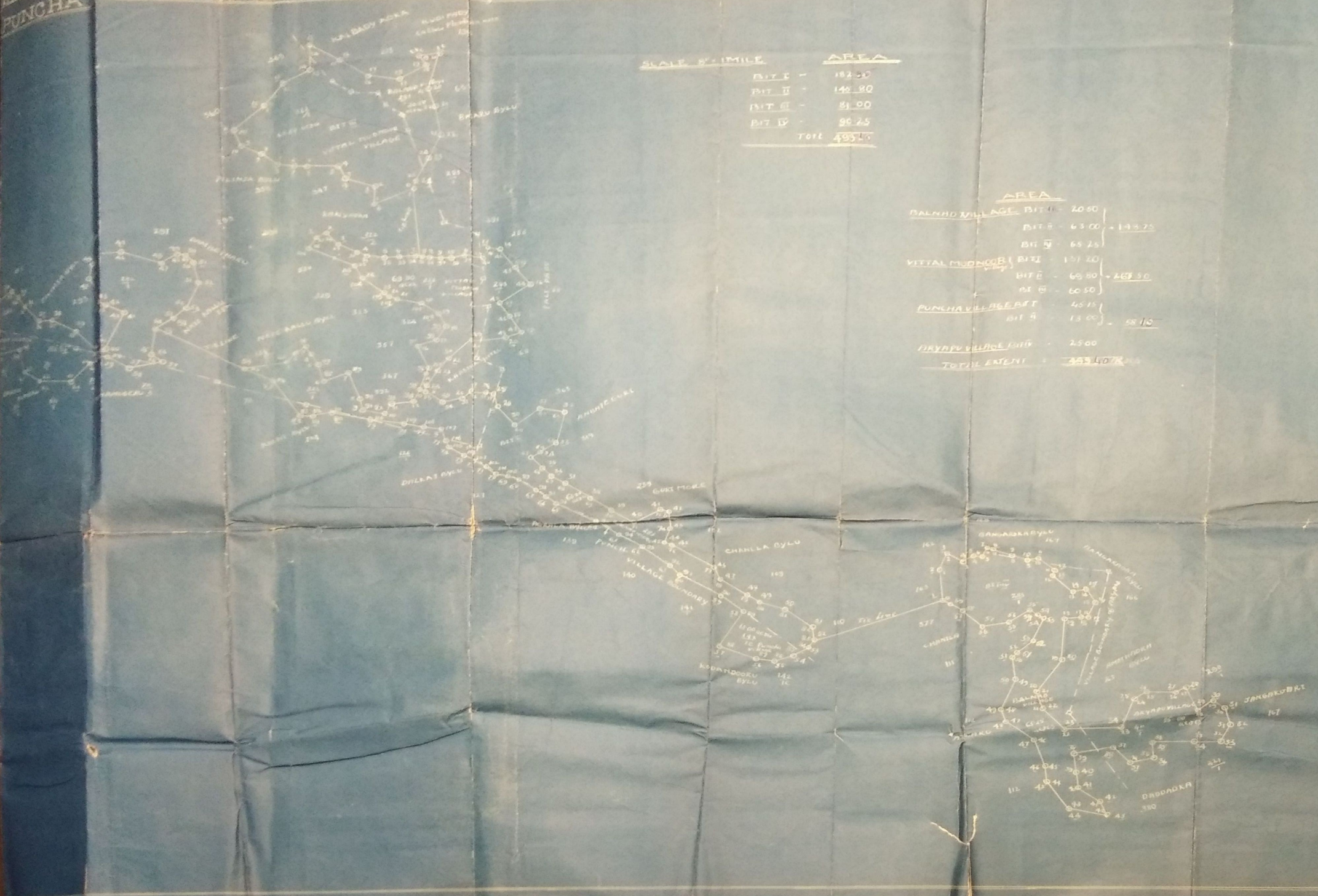
/ true copy /

Divisional Forest Officer,
Survey and Demarcation,
Mangalore.

BALNAD BLOCK II SNO 283 OF BALNAD VILLAGE AND 411 OF ARYAPU VILLAGE OF PUTTUR
AND 74, 34, AND 142, 73, 126 AND 11 OF PUNCHA VILLAGE OF BANTWAL TALU

VILLAGE AND ... OF ARYAPU VILLAGE OF PUTTUR TALUK, 322, 258, 239, 282, 281 OF VITTAL MUDNOOR VILLAGE

PUNCHA VILLAGE OF BANTWAL TALUK, SOUTH KANARA DISTRICT.


KALBADY AREA
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BITT IV
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VITTAL MUDNOOR VILLAGE
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